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1. Soviet aircraft are generally stored at military depots, which are mostly located near airfields. At Military Depot No. 14 in Balashikha (55-49N, 37-57E), for instance, about 100 to 150 new aircraft, single-seater fighters, covered only with tarpaulins were parked at the airfield. These were probably aircraft replacements, which were parked in the open at least during the summer months. From work occasionally observed on these planes, it appeared that aircraft left and arrived at the depot. Observations made at Plant No. 301 in Khimki and other installations indicate that fuselages, which were not packed, and wings and rudder assemblies, packed in wooden crates, were stored in hangars. Trains loaded with unpacked fuselages and crated wings were repeatedly observed in the USSR, for example near Vologda, on the Ufa-Revda railroad line, near Saratov, Kuibyshev, Kiev and other places. The fuselages and wings seen in warehouses did not appear to have been specially preserved. Only the paper-wrapped connecting pieces were probably greased. These observations refer to conventional aircraft. [redacted] Considering the labor and raw materials situation in the USSR, it is highly improbable that operations of that type should have been executed there.

2. It is believed that only a relatively small number of aircraft is being stored indoors since storage facilities available appear to be limited. No details are available concerning heating and ventilation facilities at these warehouses, which are mostly one-story brick structures.

3. Storage and shipping procedures followed for jet aircraft differ from those observed for conventional aircraft. A crate is manufactured for each plane at the manufacturing plant. This crate is lined with an impregnated insulating material known as tarred cardboard. After being partly disassembled, the jet planes are packed, not all of them being test flown. Reports received on the Tbilisi aircraft plant contain the following data on the shipping of Yak-15s: The disassembly team for each plane consists of eight to ten men. Disassembling takes four to five hours and packing about four hours. Aircraft weapons and radio sets are packed in special

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boxes which are shipped in the crates. It was not observed that the aircraft sent in this way were specially preserved, but the movable rods were fastened by wire or leather straps and the connecting points were greased and wrapped.

4. MIG-15 type planes are packed in a similar way. The unloading process and assembly of these aircraft have been repeatedly observed in the Soviet Zone of Germany. A team of twelve men was assigned to the assembly of one MIG-15 plane, including its removal from the crate. The assembly work was performed by means of mobile cranes which lifted the fuselages. The wings and tail assemblies were removed from the crates and then placed on wooden supports next to the fuselage. In order to give better access to the jet engines, their cowlings were removed. The fuel tanks of a plane assembled in such a way were filled in the late afternoon, an observation which indicates that the assembly of one MIG-15 plane by a twelve man crew took about one day. However, at least one more day must be added for the installation of the aircraft armament and the radio set, including operational tests, the installation of the jet engine, and the required test flight. From observation of these activities it was inferred that extensive work for the removal of protective greases, etc., is not required and that the crates used for the shipping of aircraft are believed to provide adequate protection against rust and corrosion.

5. More details are known concerning the shipping of the RD-45 jet engine, the Soviet version of the Nene power plant. These engines are shipped in solid crates lined with insulating material. [redacted] 25X1
25X1 [redacted] the aircraft were preserved for a period of two years. The date of preservation and a two-year preservation period were particularly stated on tags attached to RD-45 type engines stored at the Strausberg
25X1 Air Force Depot. [redacted] the jet engines and the stated date of preservation that the preserving is done at the manufacturing plant prior to the crating of the engines. Canton engines are also delivered in a preserved state to the air force depots. [redacted] 25X1
25X1 [redacted] M-11 engines stored in Strausberg carried the inscription "Re-preserved by application of M-58 type grease for the duration of six months". [redacted] 25X1
[redacted] 25X1

25X1 6. [redacted] aircraft replacement parts such as landing flaps, ailerons, etc., were delivered by the manufacturing plants to the supply depots with the remark "Preserved for a period of six months". [redacted] 25X1
25X1 [redacted]

7. Particularly strict regulations are in force for the preservation of aircraft armament. [redacted] the installation 25X1
and maintenance of weapons that the first measure prescribed is the removal of protective greases and the subsequent application of oils or greases. Storage tags for weapons have not as yet been obtained.

8. Preservative procedures are laid down by the construction departments of the manufacturing plants with detailed information on the protective agents to be applied and the rules to be followed after removal of the protective greases prior to reactivation of the aircraft. In this respect Soviet plants follow the general instructions issued by the TsAGI and VIAM Institutes in coordination with the Ministry of the Aircraft Industry.

9. The pertinent information available presents the following over-all picture: Aircraft production plans are drawn up by the Air Armament Ministry in accordance with demands put forth by the Soviet Air Force. The High Command of the air force decides on the number of aircraft to be delivered to front line formations or reserve pools. The aircraft storage depots are assigned to the High Command, which thus is responsible for the storage and preservation of the equipment concerned. The Ministry of the Aircraft Industry is responsible only for the acceptance of the equipment according to orders given to that industry. It has organized for this purpose special acceptance commissions attached to individual plants. These commissions are also responsible for the appropriate packing and preservation of the shipped equipment, a responsibility noted on the control slips sent along with the spare parts concerned.